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WHISKY
\$14.00 PER DOZEN.
H. PRICE & CO.,
12, Queen's Road Central.

Hongkong Daily Press.

ESTABLISHED 1857.

No. 14,670 號十七百陸千四萬一第一 日十初月三年三月十三號光 HONGKONG, FRIDAY, APRIL 14TH, 1905. 伍邦禮 號四十月四年五零百九千一英港香 PRICE, \$3 PER MONTH.

BLACK
BERRY
BRANDY
Per Bottle \$2.50
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PORLTAND CEMENT.
\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per bag 250 lbs. net ex Factory.
SHEWAN, TOME & CO.
General Managers.
Hongkong, 1st March, 1905. [a286]

NOTICE.

THE TERMINUS STORES,
GENERAL STOREKEEPERS, COMPAORES,
COMMISSION AGENTS.

MOST respectfully beg to inform the
Public that they have opened a Store
in this Colony at Nos. 60 and 61, ELGIN
ROAD, KOWLOON, under the Style of the
Terminus Stores and are prepared to accept all
kinds of orders, which will be attended to and
executed in the shortest time, and earnestly hope
to be favoured with the kind Patronage of the
Public. Hongkong, 9th March, 1905. [a660]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily. Sunday,
excepted to receive and deliver perishable goods.
W.M. PARLANE, Manager.
Hongkong, 18th November, 1904. [a54]

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GRANITE AND MARBLE MERCHANTS.
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Sole Agents of
QUAN TAI & CO., Lime Manufacturers.
All descriptions of
GRANITE AND MARBLE FOR EXPORT.
Dealers in
GRANITE AND MARBLE MONUMENTS.
Prices & Estimates on Application.
No. 1, Queen's Road, EAST.
Hongkong, 17th January, 1905. [a2]

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FURNITURE STORE.
PLATED GLASS AND CROCKERY
WARE, &c., &c., and FOOCHOW
LACQUERED WARE.
68, QUEEN'S ROAD, CENTRAL.
Hongkong, 21st September, 1903. [a22]

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COTTON LINEN, SHAWLS, HANDKERCHIEFS
BLANKETS, TURKES,
EBONY FURNITURE AND FANCY GOODS
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Any Order Promptly Attended To
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WHISKY, PALL MALL	20.00
" JOHN WALKER	12.50
" C. P. & CO.'S SPECIAL	10.50
BLEND	20.00
PORT WINE, INVALIDS	13.75
" DOURO	20.00
SHERRY, AMOROSO	16.00
" LA TORRE	40.50
BENEDICTINE, D.O.M.	

THE ABOVE EXCLUSIVELY SHIPPED TO
SIEMSSEN & CO.,
HONGKONG AGENTS. [a34]

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AND
ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.
W. LAHMEYER & CO., FRANKFURT A/M.
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—
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GOOD WORK,
PROMPT
RETURN

UP-TO-DATE DARK ROOM
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AT THE DISPOSAL OF AMATEURS

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(Same Premises as Messrs. Ah Chee). [a39]

ALARMING INCREASE
IN BALDNESS!!!

and all other derangements of the Hair, such as Scurf, Dandruff, Scanty Partings, Falling Hair, Premature Graying, &c., &c.

A REMEDY OFFERED.

which possesses all the elements that go to produce a good head of hair. Its powerful, stimulating properties go straight to the hair roots—giving them life and vigour they never knew before. And life and vigour to the roots mean more hair, stronger hair, better hair. It will assuredly do all this for YOU, as it has done for thousands of others.

WILSON'S HAIR WASH.
THE GREAT HAIR PRODUCER AND RESTORER.
The Finest Dressing. Specially Prepared and Delicately Perfumed.

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CHEMISTS AND DRUGGISTS,
AND
AERATED WATER MANUFACTURERS,
(Crown Brand),
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CALDBECK MACGREGOR & CO.

WINE AND SPIRIT
MERCHANTS.

15, QUEEN'S ROAD, CENTRAL.
Hongkong, 1st April, 1905. [a37]

Telephone No. 75.

Hongkong, 1st April, 1905.

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S. MINAMI, Manager, Hongkong.

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Manual of Practical Mathematics, by Castle. 4.70
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Electric Light Fitting, by Urquhart. 3.90
Medieval Alphabets, by Delamotte. 3.90
Engineering Hand-Book, by Hutton. 14.00
Dynamo Construction, by Urquhart. 3.90
Kemp's Engineers' Year Book. 3.90
Sandow's Body Building. 0.80
The Paris Law Courts. 5.90
Lee's Laws of Shipping and Insurance. 13.00
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GENTLEMAN'S BLACK AND BROWN BOOTS
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PLAYING CARDS. CHINABAGE BOARDS, &c.

Bucco-Japanese War; Part 21 Now Ready. 0.60

[a36]

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Stop drinking rank, Smoky Stuff, because "it comes through the Sora."

Try HAIG & HAIG's WHISKIES; pure, mellow, matured, non-smoky, delicate flavor.

Once tried, preferred to all others. Sole Agents for Hongkong.

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UNSHRINKABLE UNDERWEAR.

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LANE, CRAWFORD & CO.

Hongkong, 11th April, 1905. [a36]

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European Supervision. Excellent Cuisine and Accommodation.

Apply— MANAGERESS, Madonnel Road

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Hongkong, 2nd March, 1903. [a36]

BOARD AND RESIDENCE

MRS. GILLANDERS

"GLENWOOD," 27, CAINE ROAD.

Hongkong, 19th March, 1904. [a36]

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COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER, 2, Pedder Hill.

Hongkong, 1st January, 1903. [a36]

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ANY QUANTITY of PURE FRESH

WATER to the Shipping, both for Deck and

Bulwarks. Call Flag W.

J. W. KEW.

Manager.

Hongkong, 1st June, 1903. [a36]

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INTIMATION

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ESTABLISHED A.D. 1841.

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B. SUPERIOR VERY OLD COGNAC 27.00

C. VERY OLD LIQUEUR COGNAC 33.00

D. HENNESSY' FINEST VERY
OLD LIQUEUR COGNAC ... 40.00

A. S. WATSON & CO.

LIMITED.

ALEXANDRA BUILDINGS.

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Only communications relating to the news columns
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Correspondents must forward their names and
addresses with communications addressed to the Editor,
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All letters for publication should be written on
one side of the paper only.No anonymously signed communications that have
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The Daily Press.

HONGKONG OFFICE: 14, DESVLEUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.
HONGKONG, APRIL 14th, 1905.The absence of news of any naval fighting
in the south seems to support the view that
the Japanese prefer that the inevitable fight
shall take place as near their home waters
as may be. We have been publishing such
local gossip as had intrinsic interest, if no
weight of authority; and naval men have
communicated some views which may or
may not have been inspired by experience;
but we fear that the first information that
comes "on high authority" will be a curt
announcement that a collision has taken
place, with such and such results. All else
is futile. For instance, there was a general
impression that having left Singapore, the
next port of call for Admiral Rozhdestvensky
would be, as a matter of course, the
French port of Saigon. One seafaring man,
in support of this, treated one of our re-
porters to a pretty little lecture on the possi-
bilities of the fresh water in the river
there "killing the barnacles" which at pre-
sent are compelling a snail's pace grateful
to the supposed feelings of the officers of
the coming Armada. The general expecta-
tion of a Saigon visit doubtless was based
on the assumption that the Russian ships
would there find a temporary sanctuary.
This view is, of course, quite erroneous.
However leniently the French might wish
to interpret the laws of neutrality, they
could only harbour the squadron of their
ally at their own risk and peril. The very
act of sailing so far as Saigon, during the
state of belligerency, is in itself an attack
directed against Japan; and even in Saigon,
after an invitation to come out, Admiral
Togo might be justified in arguing, as Lord

NELSON did, that it is permissible to attack
the enemy in any place from which they
may make an attack. Since Nossi Be was
not the end of its voyage, the Russian
squadron may be said to have continued an
attack thence; and the same argument
would apply to Saigon. But, as we have
said, it is not to Japan's interest to do so,
(as they naturally suppose) the Russians
intend to sail yet further north. If it had
been their policy to seize the first opportunity
of attacking, it is obvious that the gallant
Togo should have hastened to Madagascar,
and there accomplished his task
before the Armada was augmented. Against
that there was the risk of passing his
enemy on the way. The narrow strip of
ocean that can be watched by even a large
fleet with fast cruisers, moving towards a
fixed objective, is after all a mere thread in
the wide fabric of water to be crossed; and
the tables might have been turned indeed
if the Russian ships had managed to slip
past. When we remember the interval
between Togo's departure and his arrival
at Singapore, during which he was lost so
far as the uninformed world was concerned,
the speculation arises whether
by any chance his naval scouts have failed
to get into touch with him. The long line
of Russian ships could not escape the notice
of all these watchful cruisers. Is it possible
that they have even met and sunk some of
them? This, in spite of rumour, is unlikely,
because the scouting cruisers' duty
was not to fight; and if there had been any
collision it could not have been concealed
so long. The Times of India, as will be noticed
by the extract reproduced elsewhere, does
not believe that the Japanese ships reported
at Singapore were part of Togo's own fleet;
and at best the statement that they were
was only a rumour. It is characteristic of
their whole advance that some of the Russian
ships should have digressed so far as
the island of Banca, off Sumatra; and it
may very likely be that Admiral Rozhdestvensky
is alive to the advantage of
inducing Togo, by making him impatient,
to deliver an attack so far from Japanese
war harbours. That is, it would not be so
much an advantage to the Russians as it
would be putting the two fleets nearer to a
level of disadvantage. If this surmise be
warranted, there results a period of naval
duelling by manœuvres, a war of waiting,
which will prevent us from hearing for
some time the exciting news we are all agog
for. The movements of British ships locally
have something to do with the trend of
events; but are not so intimately related as
some seem to suppose. We presume that
it will be the duty of some of them to watch
the points where our Eastern cables land,
in view of the obvious temptation that
exists for the Russians to tamper with
them for strategic reasons. Russians are
now sufficiently inured to half apologies and
commissions of enquiry to disregard niceties
of conduct in such matters.

The foregoing comments were written
before the Commodore's news was received.
Travelling north easterly from a point to
the s.e. of Cape Ougdok, the Armada has
all the appearance of making for Saigon].

The English Mail of the 11th March was
delivered in London on the 10th inst.

The Portuguese cruiser Adamastor left for
Macao yesterday. The officers are keenly interested
in the arrival of the Baltic Fleet.

The British steamer *Easy Abbie* was insured
in London for £12,132 (hull, £23,160, and cargo
and freight, £18,972) and the Swedish steamer
Vega for £37,300 (hull, £17,000, and cargo
and freight, £20,300).

Chang-Yen-Mao, who has just had such
excellent opportunity for studying the ad-
ministration of British law, visited the House
where they make it; and was accommodated
with a seat in the Distinguished Strangers
Gallery.

H. M. Consul at Panama (Mr. C. Mallet) has
notified the Board of Trade Journal that the
steamer service between Callao and Hongkong,
with Panama and Yokohama as intermediate
ports, has been suspended. The service was
started as an experiment in the beginning of
1904.

In order to extend trade with foreign
countries a competitive exhibition of ginger,
snake-gourd, red pepper,花生 and many other
articles, will be held from the 1st of April to
the 15th of same month at Hamamatsu, Shizuoka
prefecture, Japan. Notice has been given to
every prefecture, Hokkaido and Formosa, to
participate.

Discussing Lord Cawdor's succession to Lord
Selborne as First Navy Lord, the Times says.—
Though new to office, Lord Cawdor brings to
the Admiralty a reputation for sterling business
capacity and untiring energy, qualities which
he has exhibited in a conspicuous degree during
his ten years of office as chairman of the Great
Western Railway, which during that period has
shown itself to be among the most progressive
of our great railway systems.

Canton River steamers have of late been
considerably delayed by fog.

The s.s. *Loosok*, while off Swatow on Monday
saw two Japanese cruisers steaming southwards
at full speed.

On Wednesday night an electric tram-car
ran off the rails opposite the Harbour Office.
No one was hurt.

The *Tacoma Ledger* says that the s.s. *Gaelic*
is reported to be for sale at the price of £40,000.
The liner originally cost £550,000.

The German mail *Preussen* arrived from
Singapore yesterday afternoon. She was delayed
about thirty hours by fog.

Capt. C. McNamara, Royal Irish Rifles, has
been specially selected for service with the
Chinese Regiment at Wei-hui-wei.

H. B. Collins, the Port Arthur and Yoko-
hama spy, is now engaged preparing "chip
braid" for export in the Tokyo prison.

The half-yearly general meeting and an ex-
traordinary general meeting of shareholders of
the Hongkong Jockey Club will be held at the
City Hall on April 29th.

It is reported that certain vessels with
"order" coal cargoes are postponing their
departure from Hongkong to Japan on account
of the Baltic Fleet.

The auction of Mr. A. Levy's very fine
collection of curios and antiquities takes place
at No. 53, Wyndham Street, this afternoon,
Mr. Lommatz being the auctioneer.

The Bible Society reports remarkable sales of
the Scriptures in China last year, when the
total number of copies circulated was 1,056,670
copies.

To-morrow evening Mr. N. Mumford, Pres-
ident of the Institution of Engineers and
Shipbuilders of Hongkong, is to entertain at
a farewell smoking concert at which he
will be present with an illuminated address.

An enquiry will be held at the Harbour
Office on Monday into the circumstances con-
nected with the sinking of the launch *Tong On*
by the launch *Rising Star*, off Green Island
during fog on the morning of the 12th inst.

Carl Joubert, in his book, "The Truth about
the War," tells us that in the fleet of Admiral
Rozhdestvensky half of the men of the crew
are revolutionaries who will give a good account
of themselves, though it is probable that
Nicholas Alexandrovitch will feel no pride in
their achievements.

Ng Ng Mui, a Chinese woman, was tried for
larceny by the Second Police Magistrate yester-
day afternoon, and discharged. The Senior
Police Magistrate had made her bail \$5,000
after he discharged the original defendant,
Wong Cheong Mui, in a cross-action for
larceny. Ng Ng Mui was the original
complainant.

The Grand Lodge of England, at its recent
meeting, approved of the proposal to appoint J.
Lyne and Co. (Limited) as lessees of the
Freemasons' Tavern, upon the reconstruction
and redecoration of which it is the intention of
the Grand Lodge to expend some £30,000.
The present lease of the Freemasons' Tavern
expires at Michaelmas.

It is officially reported that since the com-
mencement of hostilities thirty two steamers of
over one thousand tons each have been captured
by the Japanese navy. The above number
includes the *Suryari* taken at Chemulpo. The
total tonnage of the steamers is about 100,000
tons. On the other hand the number of the
Japanese steamers of over 1,000 tons each sunk
by the Russians reach four, representing a total
of 14,000 tons. This leaves 86,000 tons in favour
of Japan.

The Shanghai Mercury says that as a native
was gaily pedalling a gaudy looking bicycle along
the Bund the front fork of his machine snapped
off close to the socket, with the result that the
rider took a header in the road which he
had been nicely sprinkled by a Municipal water
cart. The unfortunate quickly picked himself up
and with a sad look at his mangled garments he
gathered up the remains of his machine and made for
the nearest repair shop muttering unutterable things about cheap and
gaudy bicycles that collapse when least expected.

Mr. Berrington, director of the traffic branch
of Indian telegraphs, has proceeded to Shang-
hai to assist in negotiations for the renewal of
the Anglo-Chinese Telegraph Convention of
1894, the Chinese Government having notified
under the terms of agreement a desire for the
modification of certain clauses. The better
maintenance of the line on the Chinese side
of the Burma-Yunnan frontier and a reduction
of rates are understood to be the chief points
to be urged and discussed with the Chinese
representatives. The line in Yunnan beyond
the Burma border is reported to be in a deplorable
state of disrepair.

A Chinaman named Liking, an employee of
the British steamer *Australian*, which arrived
at Yokohama on March 27th, and two Japanese
merchants, T. Takatsuki and S. Kinosita,
were arrested on March 29th by the Japanese
Police on a charge of having attempted to
smuggle 54 cases of cigars and nine tins of
cigarettes, valued at about yen 500. On the
previous night they brought the tobacco by
boat from the steamer to Hirayama canal and
they were landing it near a bridge at Sakur-
gawa-machi when a policeman approached them
to make an investigation and they escaped, for
the time, leaving the goods there.

It appears that there has been recently some
trouble at Bahrain. Two Germans were in
some way molested there and it is said that
the rumour is without foundation. H.M.S.
Redbreast and H.M.S. *Sphinx* are at present in
the Gulf and H.M.S. *Fox* arrived from Persian
waters on Saturday morning. The *Lapwing*
and *Prasanna* are also in Bombay harbour and
the Frigates *Hercules* came off dock into
the stream on Saturday.

The fourth Hongkong Volunteer competition
for the Smyth Cup will take place at Tai Hang
range on Sunday.

The following is an extract from a private
letter received yesterday from Japan: "Letters
from Hongkong which I have been anxiously
awaiting arrived last night. They were stamped
16th March in Hongkong and 30th March
Nagasaki. Your Post Office certainly requires
waking up. Your letter of 18th March was
here (north-west coast) on the 26th."

Vladivostok was to have been free from ice
about the 4th or 5th of this month. We
should then, says the *Japan Mail*, have some
practical proof as to the condition of the *Russia*
and the *Gromoboy*, and as to the fate of the
Rogatyi. The two first might make their
fighting qualities inconveniently felt if their
commanders were inspired with a spirit of
daring. They will wait tamely on the chance
of the Baltic Squadron reaching Vladivostok,
or will they, in the meanwhile, resume their
old method of commerce-destroyers?

By kind permission of Major Radcliffe and
officers, the Band of the 93rd Burma Infantry
will play the following programme of music, at
the King Edward Hotel, during dinner, this
(Friday) evening:—

March.—"The Stars and Stripes for ever" *Souza*
Song "The Wanderer" Schubert
Selection "The Bell of New York" *Kirke*
Veltz "The Blue Danube" Strauss
Selection "Leslie Sturtz's Song" Alton
Lancers "Her Majesty's" Solomon
Coke Walk "Jolly Negro" Berger

Menu.—Hom. D'Gavres—Caviare in Egg
Soups—Ox Tail Soup, Julienne Soap, Fish—
Boiled Fish and Shrimp Soups, Entrees—Roast
Quail on Toast, Mutton Cutlet and Mayonnaise,
Ox Tongue in Aspic, Joint-Roast Leg of
Mutton, Roast Turkey, Cold York Ham, Curry
—Curry Liver, Salad—Celeri Salad, Vegetables—
Boiled Potatoes, Chipped Potatoes, Sliced
Tomatoes, White Beans, Sweets—Victoria Pudding,
Cream Puff, Banana Ice Cream, Finger
Cakes, Fruits in Season, Tea and Coffee.

Reporting a native murder, the *Times of
Ceylon* says:—It appears that, in accordance
with a common village custom, whereby a man
engages himself to the head of a family to
render services free of payment to the latter on
the understanding that on the latter's daughter
coming of age he is to be received as her
acknowledged fiancé, and, in course of time, to
be wedded to her, an old woman had permitted a
man to dwell in her house. However, it seems
that a more suitable offer was made for the hand
of the girl, whereupon the mother attempted to
throw the former over her, the daughter
apparently consenting to this new arrangement.
The rejected suitor, it is alleged, entered the
house and seizing the girl by the waist, stabbed
her to death. No less than fourteen knife
wounds were inflicted. The man is alleged to
have next seized the girl's mother, and also
stabbed her to death.

THE MARINE INSURANCE
MARKET.

The *Times* correspondent writing on March
5th says:—War risk insurances on the hulls
and cargoes from the *Eiderstedt*, *Oceania*, and
Norge, from Australia for Vladivostok with
grain, have been cancelled at a total cost to
underwriters on the three steamers of £180,000.
Three steamers from the Pacific Coast for
Vladivostok with food stuffs were cancelled
recently at a cost of £165,000. If to these if to these
we add the *Abergeldie*, also cancelled,
underwriters will have to pay on the seven
steamers no less than £383,000. There are other
minor cancellings which I have not yet
included. The figures given above, on the
assumption that the 16 Vladivostok captures in
which this market is interested prove a total
loss on appeal, raise the ascertained losses on
the Vladivostok war risks to £1,369,000.

It is understood that, though the war risk
insurances on these provision steamers for
Vladivostok are cancelled, or in process of
cancellation, yet some at least of them will
endeavour to carry their cargoes to Vladivostok.
The *Ten* is slated to insist on the continuance
of their voyages, no doubt for the reason that
the cargoes are urgently required by the
Russian forces.

The Premier Company's big diamond, which is
insured here for £500,000, did not arrive in
the steamer *Briton* as was expected. It has
not yet left South Africa.

THE JAPANESE VOLUNTEER
FLEET.

The amount of subscription towards the con-
stitution of a volunteer fleet, as proposed by the
Imperial Marine Association, now approaches
11 million yen and the execution of the proposal
will shortly be commenced. The shipbuilding
committee, at a recent meeting, decided to build
several vessels of about 12,000 tons and over 21
knock speed each, cancelling the former proposal
to construct ships of about 7,000 tons. The cost
of construction of one ship is roughly esti-
mated at four million yen. In view of the
present situation, the association intends a
early collection of subscriptions a portion even
by May or June next in order to purchase two
of the aforesaid vessels, meanwhile the ladies
department of the organization has also the
intention of constructing or buying a similar
ship which will be named with reference to
woman—Yokohama (Japanese) Chamber of
Commerce Report.

PERSIAN GULF NEWS.

A BALTIC FLEET RUMOUR.
The *Times* of India on March 13th says:—
A rumour has been recently current that a
portion of the Russian Baltic Fleet, possibly a
supplementary division, now on its way to
tropical waters, has gone to the Persian Gulf.
So far as we are able to ascertain at present
the rumour is without foundation. H.M.S.
Redbreast and H.M.S. *Sphinx* are at present in
the Gulf and H.M.S. *Fox* arrived from Persian
waters on Saturday morning. The *Lapwing*
and *Prasanna* are also in Bombay harbour and
the Frigates *Hercules* came off dock into
the stream on Saturday.

It appears that there has been recently some
trouble at Bahrain. Two Germans were in
some way molested there and it is said that
the rumour is without foundation. H.M.S.
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TELEGRAMS.

that money of the firm had been previously disposed of. He desired the Official Receiver to examine Chan Chan Ting in connection with this.

Mr. P. W. Goldring appearing for Chan Chan Ting, had no objection, and the examination was proceeded with. The man said he was manager of the Young King Bank, but had no interest there. He bought Nos. 112 and 114, Queen's Road Central in 1903, and could prove ownership. He bought the property with his own money, paying over \$30,000 for it. Several months afterwards the Bank moved into his houses. They paid him \$270 a month for Nos. 114, including taxes, and \$30 per month for the first floor of 112. All this appeared in the books of the Bank. His salary was \$10 per month.

His Lordship.—How did you manage to get the \$30,000. You could not save that, you know, out of \$100 a month.

Witness.—It was left to me by my father and brothers.

His Lordship.—You will have to prove that.

After further questions the examination was adjourned.

RECEIVING ORDERS.

Mr. C. E. H. Beavis in the action Kwang Yuen ex parte Lai Ts' Chee, applied for a receiving order, a creditor's petition. This was granted, the Official Receiver being appointed trustee.

In the action Wi Leung Shik ex parte the debtor Mr. Beavis, on behalf of the debtor, applied for a receiving order. The assets were—furniture about \$300; jewellery about \$30; cash \$1,000; and a claim of £100 against Messrs. Holliday Wiss & Company for services as comprovisors. The liabilities were about \$3,000. This was granted, the Official Receiver being appointed trustee.

IN SUMMARY JURISDICTION.

BEFORE MR. T. SERCOMBE SMITH (PUNISH JUDGE).

A ROSE AND CO. v. THE MAN HING LOONG. In this action Mr. H. Hursthorne (of Messrs. Denys and Bowley) appeared for the plaintiffs. There was no appearance of the defendants as a firm, but Mr. Almada Castro appeared for Sun Cheung Loong, who the plaintiffs claimed was a partner. The claim was for \$100,000, balance due on a contract for glass.

Mr. Hursthorne said that last year a Chinese firm entered into three contracts with the plaintiffs. After a writ had been served the defendant came around to Messrs. Denys and Bowley's office and, after inspecting the three contracts, a settlement was arrived at respecting one contract. The goods were sold by public auction. In respect to the second contract the defendant did not then raise any serious objection, but compromised by paying \$20. Regarding the third contract he objected to the price for which the goods he refused had been sold, and the plaintiffs then managed to get the goods back and deliver them to the defendant. A fresh contract was then made in the name of the defendant's new shop the Man Hing Loong. The defendant afterwards advertised in Chinese papers that he had no further connection with the Man Hing Loong shop, but this was not with the plaintiffs' consent.

After the hearing of the case judgment was given for the plaintiffs with costs.

THE BRITISH FLEET.

H.M.S. *Centurion* is at Junk Bay with a large supply of ammunition on board, and another British man-of-war at the other approach to Hongkong. It is said they will so remain for the present.

The German mail yesterday sighted three British torpedo-boats steaming around Hongkong Island.

H. M. S. *Hogue* arrived from Weihaiwei yesterday. She experienced thick fog during the latter part of her voyage.

The German mail *Freuden* on her voyage from Singapore passed three British warships steaming southward. She saw nothing of the Baltic Fleet, having left Singapore on the 7th inst.

THE NEW BRITISH MINISTER TO PORTUGAL.

Mr. M. W. E. de Buron, who has been appointed to succeed the late Sir Martin Gosselin as Envoy Extraordinary and Minister Plenipotentiary to Portugal, was born in 1852, the son of the late Mr. Ernest de Buron and Elizabeth, daughter of Mr. Samuel Gurnay of Ham-house. He was educated at Christ Church, Oxford, and entered the Diplomatic Service in 1877. After serving at Washington and Bern as Attaché and Third Secretary, and at Madrid as Second Secretary, he was transferred to Paris in 1886, where he remained until he was promoted to be Secretary of Legation at Tokyo in 1891. In 1894 he was granted an allowance for a knowledge of Japanese, and was sent to Siam in the same year as Charge d'Affaires and Consul-General. He was appointed Secretary of Embassy at Washington in 1896, and Secretary of Embassy at Constantinople in 1897, where he was granted allowances for knowledge of Turkish. At the conference on Anarchism in Rome in November, 1898, he acted as secretary to the British delegates. In 1902 he was appointed Secretary of Embassy at Paris, and a Minister Plenipotentiary to the International Sanitary Conference in Paris in October, 1903. He was made C.B. in 1895 and C.V.O. in 1903. He married, in 1899, Berta Mary, the daughter of the late Mr. A. H. Lowry-Corry.

The menus of the wall-to-wall on the top-story system. Instead of being so arranged as to appeal hunger, they stimulate appetite. Head Master of Haileybury.

The physical deterioration of the girls of the country is a serious matter for the nation. Girls in basins live too much on tea and milk, and do not get sufficient good meals. Hon. Emily Kinward.

CHINA'S TRADE BALANCE.

The statistical secretary of the Imperial Chinese Customs writes:—Attention has been recently drawn to the adverse balance of trade in China as gauged by the statistics of visible imports and exports published in the annual Returns of Trade at the Treaty ports, and it has formed the subject of a pamphlet issued from this Department. Until the end of the war with Japan, in 1895, China had incurred practically no Foreign debt; as a consequence of that war she was burdened with a debt of £50,000,000, or, say, HK. T. 47,000,000, notwithstanding periodic payments abroad under the head were further increased by the indemnity to be paid to Foreign Powers for their rescue operations in 1900; and now the amount of payments under these two heads amount to upwards of HK. T. 45,000,000 a year. The natural effect of this sudden increase in the national indebtedness should be a corresponding increase in the shipment of Native produce to cover the indebtedness, or, in the alternative, a reduction in the power of the Empire to absorb Foreign products imported. This has not occurred. Taking merchandise only, and disregarding the movement of treasure—the small change of nations—we find that in a trade in which as shown in our published statistics, imports and exports formerly about balanced each other, a divergence began about 1896, which became more marked from 1901—but it was imports which increased in value proportion of value. In 1903 the divergence had become so great that of merchandise imported exceeded that of merchandise exported by no less than 31 per cent., while in 1904 imports (HK. T. 24,060,508) exceeded exports (HK. T. 23,365,583) by over 45 per cent. The value of those required for international exchange is not fixed by the cost of production; for imports, the value which must be sent abroad, the value at moment of leaving the importing vessel (c.i.f.) before adding any sum payable either to official or to commercial China; for exports, the value which must be received from abroad, the value at moment of reaching the exporting vessel (f.o.b.) including all charges paid on Chinese soil.

One point which must be considered is that with a steadily falling value of silver, the value assigned to imports would *ipso facto* be increased without any increase in quantities. This is true, but the effect of falling exchange on exports must also be considered. The Chinese are known to be it may be accepted as a fact that there are no shrewd traders in the world. The actual producer may know nothing of exchange, but between him and the Foreign exporter are innumerable middle-men, who are likely to be every point which will advantage them in the warfare of trade. When we learn that quotations for gold, i.e., exchange are telegraphed daily from Shanghai to the gold merchants in far-away Cheng-tu, in Szechuan, we may assume that no point in the game is lost to the Chinese jobbers in the Treaty ports, with whom alone the Foreign exporter comes in contact. The price of Chinese produce is not fixed by the cost of production in China, but by the price to be realised in the world market;—it must be remembered that, except in tea and silk, there is in China, no concessions production for a Foreign market, but that produce comes forward when the price offered is sufficiently attractive; even for tea the price is made by Ceylon, while Italy and France settle the price of silk. With this promise it will be admitted that the price demanded for exports will follow exchange as closely as does the value of imports, and that for a commodity which will render a profit in Foreign markets, and for which £7 will be offered at a certain exchange, £8 will be demanded if exchange falls to a corresponding extent; and it may be assumed that the Chinese jobber will persist in his demand, and that the Foreign exporter will ultimately accede to it. From this it follows that, while the silver value of the same quantity of imports will be enhanced by a falling exchange (cost of production being disregarded), the same cause will also enhance the value of the same quantity of exports, for the time being at any rate, and the proportion between the two will remain unaltered. From the falling exchange comes the further result that the increased silver price, offered by the exporter and obtainable by the jobber, will enable the latter to call out more of the latent resources of the country and provide more of its products for exporters who can see a margin of profit; and from this comes not only an increase in the value per unit of exported products, but an increase in the quantity exported as well.

I let us now consider the actual momentary effect of the periodic payments required from China on account of indemnities—and I must premise that this paragraph is written, not for the benefit of Western statisticians and financiers, to whom my statements will be axiomatic, but rather for the information of Chinese officials, to whom operations of the Western world are matters of acquired knowledge. When the Chinese Government pays to the depository banks an instalment of money on the due date, it is a popular belief that the silver so paid in is boxed and shipped in its original shape to the several Powers in the proportion of their claims. The fact is that on the due date the Chinese Government becomes a buyer of bills for gold exchange. Now, bills of exchange are like other commodities, the price depending on relative supply and demand. Importers of Foreign goods buy exchange, paying here the silver they have received from selling the goods and readying in Foreign countries the equivalent in gold with which to pay the original cost; and exporters of Native goods sell bills, receiving the silver with which to buy the goods and repaying to the bank the proceeds of sale in Foreign countries. When the Chinese officials wish to buy exchange, they find that importers also wish to buy, and that they are competing for the bills to be sold exporters. Suppose that on any given day the exchange is £7 for £1 sterling, and the Chinese officials wish to buy bills for Tls. 1,000,000, and importers also wish to buy for Tls. 1,000,000; if importers on that day wish to sell bills for Tls. 2,000,000, then the rate of exchange is unaltered, and the bank makes its profit from the difference between the buying and selling rates. But suppose importers on that day wish to sell bills for Tls. 1,000,000, then the price goes up, as is the case always when demand exceeds supply. If the price goes up, say, to Tls. 8 for £1 sterling, the Chinese Government at most will only buy, perhaps half the importers will buy, while half may wait for more favourable exchange; and exporters, who did not intend to sell bills at Tls. 7, may, if they can receive Tls. 8, increase their sales from one million to 1½ million taels. In this case we see that altering the exchange has reduced purchases of bills from two million to one million taels, and has increased sales from one million to 1½ million taels. Here, again, the bank makes its profit from the difference between buying and selling rates. Now the effect on trade is that the importers could before sell them for Tls. 7, but cannot now cover cost unless he receives Tls. 8; and the exporter, wishing to buy goods which he can sell for £1 sterling, could before pay only Tls. 7, but can now pay Tls. 8. This explains

why purchases of bills were reduced and sales increased; it also explains why, on general principles, the quantity of imports would be reduced, and why both quantity and value of exports would be increased.

In the same way that a merchant's assets and liabilities must be equal, so a nation's liabilities must be covered by its assets, and to this rule there is no exception in the case of merchant or of nation. But in the case of China we find that the liabilities made up of Foreign goods imported which must be paid for, and of the indemnities exceed by half the value of Native goods exported. This can only be explained, for China, as for certain other countries, by the invisible assets. First, however, we must explain that China's liabilities are even greater than here shown. Under the *Ratification* for 1903 we have Foreign imports of a value of 310 million taels; treasure imported, 37 million taels; and indemnities, 44 million taels; but, in addition, we have munitions imported, say, five million taels; expenditure for Chinese Embassies, Consulates, students, etc., about say, four million taels; and profits of Foreign traders, insurance companies, and Foreign merchants living in China, say, 23 million taels—making a total liability of 424 million taels. Now we have to meet this liability. First there are the native goods exported, of a value of 240 million taels, and treasure exported, 33 million taels—total 273 million taels, leaving an apparent deficiency of 150 million taels. A small deficiency in this year may be made good by an excess in another year, but a deficiency of this size is impossible, and we have to look for the invisible assets which make up the amount. This comes from two sources: from the Foreigners working for the development of China, and from the Chinese working for the development of Foreign countries. Under the first head come the expeditors for making railways, mines, about 27 million taels; the expenditure for Foreign Embassies and Consulates, garrisons, war and merchant vessels, etc., about 39 million taels; expenditure for missions, hospitals, and schools, say, six million taels; and money spent by Foreign travellers in China, say, six million taels—a total of 78 million taels. The remainder comes from the Chinese emigrants in Foreign countries have been carefully studied, and it is estimated that in one year they cannot be less than 73 million taels, and may be more. These sources provide invisible assets of 150 million taels and more, and in this way the account balances. It must be remembered, however, that while expeditors on railways is an asset in the present, since material and money are now sent by Foreign countries, in the future it will become a liability, since China must pay for them; if the railways are built and managed on business principles, there is, however, no reason why this liability should not be covered by their earnings.

China's liabilities are balanced by the assets available to meet them, and at the moment China is paying her way. Attention must, however, be drawn to the fact that no attempt is made here to enter into the question of the financial position of the Government. Hard to say, though it is the fall in the value of silver, which in 1903 was 18 per cent. below the lowest point reached before 1895, when the first of its Foreign indebtedness was incurred, and 15 per cent. below the rate ruling in 1900, still the Government has never been suspected of any unwillingness to meet its liabilities within the measure of its capacity. All that has been attempted is to show, on the basis of the figures for 1903, that what official China makes a call upon its resources, commercial China can respond without disorganising the markets of the Empire.

PEACE REPORTS CONTRADICTED.

The Paris correspondent of the *Standard* says on March 12th that he is authorised by the French Foreign Ministry, to say that there is no foundation for the statement made in a London newspaper, to the effect that the Russian Foreign Minister had informed the French Government that the *tsar* was ready to enter into negotiations for the immediate conclusion of peace with Japan. I may repeat that M. Delcasse would only act as intermediary for the conclusion of peace, if he received an invitation similar to that which is wrongly alleged to have been made to him. But until the day of France expresses a wish that he should do so, M. Delcasse would not consider it proper, either as a matter of duty or policy, to offer mediation.

The statements made by Admiral Dubasoff, who has just returned from London, would indicate that the moment has not yet come when the Russian Government will consent to peace under the present conditions. I express to you not only my personal sentiments, but the impression left on my mind by conversations with all the responsible persons I have met. The pacific counsels lavished on us by our friends and enemies result from optical delusions and unjustified inferences. Russia is not beaten. Her resources are considerable. The further we go toward the north, the further are the Japanese from their base. We are determined to have a victory, and we will have it.

It is being reminded that after the fall of Port Arthur he had declared that peace would be made after a brief delay, the Russian Admiral replied that he was thinking of a peace after a Russian victory, but not after a retreat. In reply to a question whether that was a personal opinion or the opinion of his Government, Admiral Dubasoff said:—“It is my opinion, and I think I can state that it is also that of the Russian Government.”

“No, Russia will not resign herself to peace under the present conditions. I express to you not only my personal sentiments, but the impression left on my mind by conversations with all the responsible persons I have met. The pacific counsels lavished on us by our friends and enemies result from optical delusions and unjustified inferences. Russia is not beaten. Her resources are considerable. The further we go toward the north, the further are the Japanese from their base. We are determined to have a victory, and we will have it.”

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matters to THE MANAGER.

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NEW ADVERTISEMENTS

IMPERIAL GERMAN MAIL LINE,
NORDDEUTSCHER LLOYD, BREMEN.

SAILINGS OUTWARDS.
EUROPEAN AND AUSTRALIAN
SERVICE.

FOR KOBE AND YOKOHAMA.
S.S. "PEINZIGISMUND" About 9th May.

FOR SHANGHAI, NAGASAKI, KOBE
AND YOKOHAMA.

S.S. "ROON" ... About 26th April.

S.S. "BAUERN" ... About 10th May.

NORDDEUTSCHER LLOYD,
For Further Particulars apply to
MELCHERS & CO.,
Agents.

Hongkong, 14th April, 1905. [935]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS
FROM ANTWERP, MIDDLESBRO',
LONDON AND STRAITS.

THE Steamship

"GLENLOCHY" ...

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 20th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claim will be recognised.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by me in any case, whatever.

DODWELL & CO., LTD.,
Agents.

Hongkong, 13th April, 1905. [936]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "TREMONT" ...

FROM TACOMA, VICTORIA, YOKO
HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Con-

signees of Cargo are hereby requested to send in their Bills of Lading for counter-

signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by me in any case, whatever.

DODWELL & CO., LTD.,
Agents.

Hongkong, 13th April, 1905. [937]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PREUSSEN" ...

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, where delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M.

TO-DAY, the 13th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, the 20th inst., at 9.30 A.M.

All Claims must reach us before the 25th inst. or will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 13th April, 1905. [938]

NOTICE.

A N EXTRAORDINARY GENERAL

MEETING of Members of the above

Club will be held in the CITY HALL, on

SATURDAY, the 29th April, 1905, at 3 P.M.

A Notice will be sent to Members embodying

the Special Resolutions to be submitted at the Meeting.

By Order.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 14th April, 1905. [939]

HONGKONG JOCKEY CLUB.

NOTICE.

A N INTERIM BONUS of Twenty per

cent, upon contributions for the year

1904, has been declared.

Warrants will be issued on the 3rd May.

By Order of the Board.

C. MONTAGUE EDE,
Acting Secretary.

Hongkong, 14th April, 1905. [940]

HONGKONG JOCKEY CLUB.

NOTICE.

A N EXTRAORDINARY GENERAL

MEETING of Members will be held in the

CITY HALL, on SATURDAY, the 29th

April, 1905, at 3.30 P.M.

By Order,

T. F. HOUGH,
Clerk of the Course.

Hongkong, 14th April, 1905. [942]

PUBLIC AUCTION.

WEDNESDAY,

the 26th day of APRIL, 1905, at 3 P.M., at his

SALES ROOMS,

The following VALUABLE LEASEHOLD

PROPERTY situate at Victoria in the Colony

of Hongkong, viz.—

All that Piece or Parcel of Ground situate at

Victoria aforesaid registered in the Land Office

as INLAND LOT No. 1,666, Area 689 square

feet. Term 75 years. Annual Crown Rent

\$11,00 together with the Message thereon

known as No. 8, Po Hing Fong.

For further particulars and conditions of

sale, apply to

JOHNSON, STOKES & MASTER,

Solicitors for the Mortgagors,

or to

GEO. P. LAMMERT,
Auctioneer.

Hongkong, 13th April, 1905. [943]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above

port on SUNDAY, the 16th inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & CO.,
General Managers.

Hongkong, 14th April, 1905. [944]

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Captain A. Stewart, will be despatched for the above ports on TUESDAY, the 18th inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASOON & CO., LTD.,
Agents.

Hongkong, 13th April, 1905. [945]

NOTICE.

THE "ROYAL BAR-LOCK"?

IT is not because it makes writing easy—

though that would be sufficient reason.

It is not because it writes in sight—though that is important.

It is not because it is the most durable—

though that is its strongest point.

It is not because it is unapproached for

Carbon and Stencil manufacturing—though that describes its capabilities.

It is not because its daily output is 25 per

cent, in excess of any other typewriter—though that is perfectly true.

It is not for any one or two of the foregoing

reasons—

BUT BECAUSE IT HAS ALL THESE

ADVANTAGES COMBINED.

J. C. dos REMEDIOS & CO.,
Agents.

Hongkong, 10th April, 1905. [946]

NOTICE.

THE "AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.63 mm.

WITH CHAMBER for 10 CARTRIDGES

FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.,
Agents.

Hongkong, 3rd October, 1900. [947]

NOTICE.

THE "HALL BRUTTON"

GEO. K. HALL BRUTTON.

Hongkong, 10th April, 1905. [939]

NOTICE.

THE "HALL BRUTTON"

HONGKONG & SHANGHAI BANKING CORPORATION.

Hongkong, 23rd January, 1905. [948]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are

prepared, during suspension of their

Trans-Pacific Service and until further notice

to book cargo and issue Bills of Lading to

SEATTLE, WASH., VICTORIA, B.C., and

PACIFIC COAST PORTS, also to OVER-

LAND PORTS in the UNITED STATES

and CANADA in connection with the GREAT

NORTHERN RAILWAY from SEATTLE as hitherto, by the steamers of the NORTHERN

PACIFIC S.S. CO., BOSTON STEAMSHIP

and TOWBOAT CO.'

CLUB No. 1 WHISKY.

\$18.00 PER DOZ. BUT WORTH DOUBLE THIS MONEY.

THIS BRAND IS KNOWN BY ITS QUALITY.

AND A

GOLD TRIANGLE ON THE LABEL.

GREGOR & CO.,

WINE MERCHANTS,

34, QUEEN'S ROAD CENTRAL, 1ST FLOOR.

45-9A

TO LET

TO LET.

No. 2, CHANCERY LANE an airy and well-situated house, furnished or unfurnished. An office, top floor; 3 Queen's Building. Apply to— S. A. SETH, Dairy Firm. Hongkong, 6th April, 1904.

TO LET.

No. 1, RIPPON TERRACE. FLATS in MORETON TERRACE, facing the Polo Ground. OFFICES in course of erection. CONNAUGHT ROAD (near BEAN FIRM). GODOWNS: PRAYA EAST. A BUILDING at Causeway Bay, at present in occupation of the Steam Laundry Co., Ltd. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 19th June, 1904.

TO LET.

ROOM 13 (Top Floor) Beaconsfield Arcade, preferably as an office. Apply to— Dr. MACLEOD, No. 11 Beaconsfield Arcade. Hongkong, 3rd April, 1905.

TO LET.

DESIRABLE FURNISHED HOUSE. Electric light and fans. Very convenient position. Fine view back and front. Cool. Very moderate rental. Apply to—

BOX 531.

Care of Daily Press Office, Hongkong, 12th April, 1905.

FOR SALE OR TO LET.

MARTINHOE—A FIVE ROOM BUNGALOW on Barker Road, the Peak, commanding a splendid view of the Harbour, and only a short distance from the Plantation Road Station. Apply to—

J. S. VAN BUREN,

29, Des Voeux Road.

Hongkong, 13th April, 1905.

TO LET UNFURNISHED—From 1st May.

DESIRABLE RESIDENCE in Barker Road, The Peak, No. 13, containing 2 Reception and 4 good Bedrooms, excellent Bath Rooms and Servants' Quarters; present occupier leaving the Colony. Apply to—

B. C. R.

Care of Daily Press Office, Hongkong, 13th April, 1905.

TO LET.

DWELLING HOUSES on Pedder's Hill, occupation from the 1st June. For Further Particulars, apply to— DAVID SASOON & CO., LTD. Hongkong, 6th April, 1905.

TO LET.

DUNHEVED 33, Robinson Road. Apply to— HO U. MING, 81, Queen's Road Central. Hongkong, 11th April, 1905.

TO LET.

NOS. 74, CAINE ROAD. GODOWNS Nos. 34a, 34b, 34c, Praya East. Apply to— COMPRODORÉ'S DEPARTMENT, Nippon Yusen Kaisha. Hongkong, 1st March, 1905.

TO LET.

FOUR or FIVE OFFICE ROOMS on First Floor of "Hotel Mansions" facing the New Post Office and Hongkong Hotel. Apply to— Care of Daily Press Office, Hongkong, 9th March, 1905.

TO LET.

SUITABLE for Office, TWO ROOMS in Prince's Building. Apply to— LAUTS, WEGENER & CO. Hongkong, 4th March, 1905.

TO LET.

HOUSE No. 19, Robinson Road, known as "SANS SOUCI" with Piece of Ground suitable for Tennis Court or Garden and Commanding a Full View of the Harbour. Immediate possession. Apply to— E. V. DE SOUZA, Care of Messrs. Barreto & Co. Hongkong, 11th April, 1905.

TO LET.

No. 1 "FAIRVIEW" Robinson Road, Kowloon, SEMI-DETACHED HOUSES. Five Rooms each and Gardens. Moderate rentals. Apply to— HUMPHREYS' ESTATE & FINANCE CO., LTD., Alexandra Buildings, Hongkong, 30th March, 1905.

TO LET.

TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate rentals. Apply to—

TO LET

TO LET.

EYRIE. Unfurnished. Newly repaired, Painted and Coloured wash. No. 4, BELLIOS TERRACE, 1st Row. No. 7, " 1st Row. No. 21, " 3rd Row. No. 18, " 3rd Row. No. 20, " 3rd Row.

"WESTWARD HO" Bonham Road, Ground Floor.

No. 1, DES VIEUX VILLAS. BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, low rental.

2ND FLOOR. In Central position, containing Four Large Rooms, Anteroom and Lavatory, &c., with use of Electric Lift. Well suited for Offices.

Apply to— LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 13th April, 1905.

TO LET.

NEW STORE nearing completion to let in Chater Road, opposite Hongkong Hotel, in the heart of new business centre. Apply to— "ALPHA". Care of Daily Press Office. Hongkong, 18th March, 1905.

TO LET.

"GLENIFFER," Garden Road, Kowloon, DETACHED HOUSE with Garden. Moderate rental, ready for immediate occupation. Apply to— HENRY HUMPHREYS, or to HUMPHREYS' ESTATE AND FINANCE CO., LTD. Hongkong, 27th March, 1905.

TO LET.

FURNISHED, THE CASTLE. For particulars, apply to— GEO. K. BALL BRUTTON, 39 & 41, Des Voeux Road. Hongkong, 22nd March, 1905.

TO LET.

NEW "KINGSCLEERE" with Stables, entrances in both Kennedy and MacDonnell Roads. For full particulars, apply to— LINSTEAD & DAVIS, Alexandra Buildings, 3rd Floor. Hongkong, 17th February, 1905.

TO LET.

NO. 1, STEWART TERRACE, the Peak. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 28th March, 1904.

TO LET.

OFFICE ROOMS at Nos. 12 & 14, Queen's Road Central (Corner House); also GODOWNS at Book. Can be let separately or wholly. Rent moderate, cheaper if the whole is taken on a long lease.

SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shaw, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases. Apply to— CHUNG SHUN KOO, 12 & 14, Queen's Road Central. Hongkong, 24th December, 1904.

TO LET.

IN Hotel Mansions THREE OFFICES commanding position on Front. Apply to— M. J. D. STEPHENS, Solicitor, 18 Bank Buildings. Hongkong, 29th March, 1905.

TO LET.

OFFICES in "Hotel Mansions," facing New Post Office and Hongkong Hotel. Apply to— HENRY HUMPHREYS, Alexandra Buildings. Hongkong, 7th January, 1905.

TO LET.

BRAE-SIDE, 20, Macdonnell Road, 16 ROOMED HOUSE with Garden, suitable for a Mess or Boarding House. Apply to— C. F. DE CARVALHO, Care of H. & S. Bank. Hongkong, 30th March, 1905.

TO LET.

THE QUINT OF TABLE WATERS, PUB, SPARKLING, INVIGORATING! THE LEADING MINERAL WATER OF THE EAST. Bottled in Japan by H. E. BRYNELL & CO. BEWARE OF JAPANESE IMITATIONS.

TO LET.

HUMPHREYS' ESTATE & FINANCE CO., LTD., Alexandra Buildings, Hongkong, 30th March, 1905.

A CHINESE DICK TURPIN.

The "native notes" in our Shanghai contemporary recently included the following very interesting story of a lawless young Chinaman's career. He died in the "cage" at Shanghai on the 2nd inst., and probably disappointed a number of persons who were anxious to "rescue him." A brief sketch of the young desperado may be of interest to show that in his case, any way, the theory of "total depravity" must have found a practical home in his physical structure almost from his birth. At the tender age of thirteen Chu Ah-sun had already kidnapped himself with a gang of youthful ruffians, much older than himself in such a way that, despite his difference of age he was easily recognised as their leader. Robbing in broad daylight country rustics who had come into town to buy things, or who, having sold the produce of their farms, were returning to the country, were matters of almost every day occurrence with Chu Ah-sun and his youthful followers who had fair to outstrip the deeds of their elder brethren of the same ilk. At this point five years ago, or so, the youngster's evil career was cut short, for the noose of his arrest by yamen "runners," for the Shanghai magistrates taking into consideration Chu Ah-sun's extreme youth wished to reform him and so had him sent to the "Kao-ko" or Reformatory, in the native city. Total depravity was, however, so deeply ingrained in the youngster's character that the usual sentence of three years' incarceration in such cases was lengthened to five in the Reformatory, after which, as it was thought he might have repented somewhat of the errors of his ways, Chu Ah-sun was liberated by the Shanghai magistrate at the earnest prayer of the yamen's unfortunate mother, a timid-looking woman with a sad, wan face. This was just a fortnight ago. On a day of liberty, Chu immediately rejoined his erstwhile rowdy companions by this time grown up to men of from twenty-five to thirty years of age and all "wanted" for some evil deed or other by the authorities. One can easily imagine what a band like this would do reinforced as it was by the leading scions of its former years—a hot-horned (old fellow), as a natural sequence, within ten days of his liberation Chu Ah-sun was found to have been guilty of thirteen cases of outlawry, by means of which he was able to clothe himself from head to feet in expensive fur robes and silk inner clothing; display half-a-dozen heavy rings of pure gold on his fingers, and have unlimited funds in hard cash and bank-notes in a large leather sullen purse. The result was that he was resurrected last Saturday morning and once more brought before the Shanghai magistrate to answer for his sins. The magistrate, still pitying the youth on account of his age, told the young desperado that he would have to return to the Reformatory for another five years, whereupon Chu Ah-sun cried out— "Oh yes! after five years I will come out again, but where will you be, old fellow? I can guarantee you won't be chiseling here when I come out again." "Then I will have you incarcerated twenty years," replied the Magistrate. "All right," declared Chu Ah-sun. "I will try to break out the first chance I can get, and then you may be sure, hot-crown (old fellow), that I will kill you for it. It will be either your life or mine, that's all." The look of determination in the young desperado's face showed the magistrate that he need expect no mercy from the former should he obtain his liberty, and as it was a case of "your life or mine" the magistrate, after a pause, said— "Since you say so I had better make away with you, after all." "That will make the greatest difference," quoth Chu Ah-sun; "if I die now, in twenty years hence I'll be born on earth once more—all due to the Buddhist belief in the transmigration of souls." The Magistrate then ordered Chu Ah-sun to be placed in the fatal standing cage, but just before doing so the unfortunate mother of the young ruffian prostrated herself before the magistrate and prayed that she should be allowed to take her son's fur clothes and pawn them to purchase a coffin for him. Permission was given her to do so, and the woman, after a while brought one to the yamen just as her son was stepping into the cage, to show it to the magistrate. The coffin being only a twelve-dollar one, on seeing it the unnatural young ruffian cried out to his weeping mother, "Here, here! Iao-tai-pao (old hag), I won't have that flimsy and cheap old coffin. My clothes must have brought more than \$12 from the pawnshop. I must have a better one, or none at all." Chu Ah-sun would have said more, but at a sign from the Magistrate he was hustled into his cage, and under the escort of soldiers, several of the newly-organised Japanese modelled native police, and some yamen "runners" the cage was hurried off to the West-ends for the public gaze. On his way to certain prospective death the young ruffian is said to have sung ribald songs and made remarks on passers-by, especially women, which need not be repeated here.

GARRISON ORDERS.

HEAD QUARTERS, HONGKONG, 13th April, 1905. GENERAL ORDER—Departures—No. 58. Captain, wife and child, left per ss. *Manila* on the 19th instant for England on completion of tour of service in the command.

GARRISON ORDERS. Leave—No. 1. Leave of absence on private affairs to the neighbouring countries has been granted to Lieut. J. C. M. Doran, Army Service Corps, from 25th April to 26th June, 1905.

Fuel and Light—No. 2. It is notified for information that from the 1st April, 1905, free issue of fuel and light will be allowed for Temperance Rooms, under the ordinary regulations applicable to accessories, at all military stations where branches of the Army Temperance Association are established, and where the necessary accommodation in barracks is provided. Authority—W.O. Letter No. Gen/No. 18/260, (Q.M.G. 6), dated 8th March, 1905. C.R.A./5140/1.

Food and Light—No. 3. To avoid overcrowding, launches with relieving guards on Sundays will, until further orders, leave Kowloon Police Pier as under:

1. Guard for Belcher and Stonecutters Island, 8.30 a.m. 2. Guards for Lyuenwan, Syuen and Devil's Peak, 8.40 a.m. 3. Guards for Hongkong Island, and North Point, 8.50 a.m. Three launches will be detailed, and in order to prevent any mistake, the guards mentioned at 2 and 3 should not march on to the Pier until the one timed to precede it has left.

By Order, R. E. Ross, Major, Chief Staff Officer.

HIRANO WATER.

THE QUEEN OF TABLE WATERS. PUB, SPARKLING, INVIGORATING!

THE LEADING MINERAL WATER OF THE EAST. Bottled in Japan by H. E. BRYNELL & CO.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS. Hongkong, 31st July, 1905.

CHURCHGOERS AND MISSIONARIES.

The following letter appeared in the *N.G. Daily News*:

Sir—I, with many others, would be grateful to you if you would make public the following mild protest against a slight grievance which has crept into our church of late and which no doubt can easily be remedied. I refer to the missionary element, which now flavours all the concerns of our parish church—the Cathedral. We believe it is possible to be true Christians without being missionaries just as most of us believe it is possible to be missionaries without being true Christians. There are many of us, among the congregation of the Cathedral, who do not approve of a religion being pressed on the Chinese which is foreign to their nature, and not in consonance with the belief of their greatest men, Confucius, Mencius, etc., and we see no reason why this work should be identified with our parish church any more than it is relegated to special occasions, and only mentioned casually at rare intervals in the ordinary services.

We notice in the Church Circular this month that in addition to a "Dean" we have a Bishop and an Archdeacon, which I think is rather overdoing a moderately-sized church. We fail to see why a Bishop of Archdeacon or a "C.M.S." or a C.I.M. or any other Society should have anything to do officially with one parish church. Then, under the head of "Diocesan Notes," we have an account of missionary work which is not only uninteresting but obnoxious to us who do not approve of missionary work generally or of many missionaries in particular.

We protest against the "missionary element" also in constant references and illustrations emanating from the pulpit and the rostrum. We do not think that the previous career of the man selected by the Trustees of the Cathedral should so influence the atmosphere and colouring of our own religious life and observance. I am, etc., YATTSHEA.

6th April.

BETTER AND BRIGHTER.

Mrs MARGARET RAVEN RELATES VERY GRAPHICALLY IN A LETTER HOW JOY OVERcame HER DESPAIR.

There is no joy like the joy of being again in perfect health after you have been disabled, so to speak, by the pains and after-effects of a long, tedious illness. That is the dominating note struck in a letter written on December 7th, 1904, by Miss Margaret Raven, of 127, Queen Street, Ultimo, Sydney, in which the most graphically described her pain, and the wearying effects of the disease that in the year of her illness, tortured her for years, and then the happiness that has come over her since her return from all these miseries.

REACHING THE BOTTOM RUNG.

In her latter she says: "I don't think anyone in the world has suffered more cruelly from indigestion than I have. For years it poisoned my existence, blotted all the happiness and sunshine out of my life and brought me to the very threshold of the grave. It would take a whole year to describe all the pain, aches, symptoms and miseries it occasioned at one time or another. I was weak, thin, pale, and nervous, unable to eat, sleep, work or enjoy any of the pleasures of society. This was when I was residing at Hyde Park, Adelaide, South Australia, of which city I am a native. I was attended at different times by quite a number of medical men, but my case kept on going from bad to worse. In the end I could return nothing on my stomach, and the more sight of food often made me retch and vomit. The straining from this cause frequently brought on a bleeding from the lungs which I thought was a sure indication of consumption. I had reached the bottom rung of the ladder of life. From the first it enabled me to retain my food, and within a couple of weeks it

SHIPPING.

ARRIVALS.

GLENFERN, British str., 2483, Rafferty, 13th April.—Karsten, 7th April, Coal.—McGregor Bros. & Gow.

GLENLCY, British str., 2397, E. J. Stallard, 13th April.—London and Singapore 7th April.—General—McGregor Bros. & Gow.

HANSON, British str., 1356, Wilde, 13th April.—Shanghai 8th April and Swatow 12th, General—Jardine, Matheson & Co.

HOGUE, British str., 12000, Shorthard, 12th April, from Weihaiwei.

HUE, French str., 705, Godinan, 13th April.—Hippolit and Ports 13th April, General.—A. R. Marcey.

JACOB DRESDENSTEIN, German str., 623, B. Ollison, 12th April.—Pakhoi and Hohlow 13th, General—Johann & Co.

LOOSOK, German str., 1420, G. Schultzen, 13th April.—Bangkok 4th April and Swatow 12th, Mails and General—Büttner & Swire.

POLIX, Norwegian str., 754, C. Svendson, 13th April.—Rjukan 6th April, Timbuk—Order.

PREUSSEN, German str., 2378, R. Dahl, 13th April.—Bremen 21st March and Singapore 7th April, Mails and General—Metzlers & Co.

PROKOF, Norwegian str., 774, E. Thorsteinson, 13th April.—Bingkot 1st April, Rice—C. Giese.

THOMSON, Am. str., 6,195, The W. Garlick, 13th April.—Tacoma 4th March and Kobe 6th April, General—Doddwell & Co.

WEST YORK, British barque, 629, W. L. Foster, 13th April.—Newcastle 13th Jan., Coal—Order.

WOOSUNG, British str., 13th April, from Caution.

ARRIVANCES.
AT THE HARBOUR MASTER'S OFFICE.

13th April.

Hangsang, British str., for Canton.

Yuenlong, British str., for Amoy.

DEPARTURES.

13th April.

BREID, Norwegian str., for Moji.

CAIRO, Norwegian str., for Suez.

CAPO, Italian str., for Boulogne.

CENTAUR, British battleship, for Mers Bay.

ELISABETH RUCKERS, German str., for Amoy.

GERMANY, German str., for Swatow.

JAPAN, Japanese str., for Haiphong.

MANILA, British str., for London.

SHAW, S. & J. American str., for Shanghai.

SIAM, Laotian str., for Yokohama.

TRIUMPH, German str., for Coal Pots.

SHIPPING REPORTS.

The British str. *Glenfern* reports: light variable winds, overcast and hazy, with fog and rain.The German str. *Preussen* reports: From 2 a.m. the 12th to 8 a.m. the 13th April.The British str. *Hongkong* reports: Shanghai to Swatow light to moderate variable winds and the weather—Swatow to port light easterly winds and fog with thunder, lightning and heavy rain.

VESSELS IN DOCK.

13th April.

ABERDEEN DOCK.—*Armenia*, H.M.S. *Fame*, *Kashmir*, Empress of India, *Alexander*, *Rhaka*, *Hongkong*.

COSMOPOLITAN DOCK.—

VESSELS ON THE BERTH

FOR KOBE (DIRECT).

THE Norwegian Steamer

"SPIE."

Captain A. Stein, will be despatched for the above port 10-O'DAY, the 14th inst., at 5 P.M. For Freight or Passage, apply to

NIPPON YUSEN KAISHA,

Agents.

Hongkong, 13th April, 1905. [934]

FOR SHANGHAI AND MOJI.

THE Steamer

"ARRATOON APCAR."

Captain E. Fey, will be despatched for the above port TO-MORROW, the 15th inst., at DAY-LIGHT, instead of as previously advertised. For Freight or Passage, apply to

DAVID SASSOON & CO., LTD., Agents.

Hongkong, 14th April, 1905. [931]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamer

"DUMBEA."

will be despatched for the above ports on or about MONDAY, the 17th inst. For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 13th April, 1905. [932]

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MAISSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamer

"TONKIN."

Captain Charbonnel, will be despatched for MAISSEILLES on TUESDAY, the 18th April, at 1 P.M. Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "DUMBEA" ... 2nd May.

S.S. "DUMBEA" ... 16th May.

S.S. "ELBERT BEHIC" ... 30th May.

G. DE CHAMPEAUX,

Agent.

Hongkong, 5th April, 1905. [922]

NATAJ. LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS IN CHINA AND JAPAN for the above Lines are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s forthcoming service hence to CALCUTTA. Sailings from CALCUTTA for CAPE Ports every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,

General Agents for China and Japan.

Hongkong, 4th August, 1904.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

VESSELS ON THE BERTH

FOR MARSEILLES, LONDON AND

ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND

PORT SAID.

THE Bucknell Line Steamship

"BAROTSE."

Captain A. Lee, will be despatched as above on SUNDAY, the 16th inst., at 4 P.M. For Freight, apply to

NIPPON YUSEN KAISHA,

Agents.

Hongkong, 5th April, 1905. [901]

REGULAR

STEAMSHIP SERVICE TO NEW

YORK.

VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

1905. About

"LOWTHER CASTLE" ... 19th April.

"SAGAMI" ... 20th May.

"HINDUSTAN" ... 6th June.

"ERROLL" ... For Freight and further information, apply to

DODWELL & CO., LTD.

Agents.

Hongkong, 12th April, 1905. [923]

FOR NEW YORK

VIA PORTS AND SUEZ CANAL

WITH LIBERTY TO CALL AT THE MALABAR COAST.

THE Steamship

"HUDSON."

Captain Burnett, sailing hence on or about April 25th.

For Freight & further information, apply to

STANDARD OIL COMPANY OF NEW YORK.

Oriental Freight Department.

4, Des Vaux Road, Central.

Hongkong, 7th April, 1905. [923]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG,

EANGOON, COLOMBO, BOMBAY,

KARACHI, ADEN, SUEZ AND PORT SAID.

Taking Cargo at through rates to the BRAZILS,

to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and

ADERIATIC PORTS.

THE Company's Steamship

"TRIESTE."

Captain Mistorigo, will be despatched as above on MONDAY, the 1st May.

For information as to Passage and Freight apply to

SANDER, WIELER & CO., Agents.

Prize Buildings.

Hongkong, 1st April, 1905. [934]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

JAPAN—CHINA—AUSTRALIA LINE

VIA NEW GUINEA.

STEAM FOR

FRIEDRICH-WILHELM-SHAFT, HERBERTSHOEHE, MATUPI, NEIS-BANE, SYDNEY AND MELBOURNE.

On TUESDAY, the 2nd May, 1905, at NOON, the Steamship "PRINZ WALDEMAR," Captain Wolteman, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and rates a Doctor and a Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further particulars, apply to

MELCHEKS & CO., Agents.

Hongkong, 8th April, 1905. [935]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER."

Capt. McGinnes, will be despatched as above on about the 5th May.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 12th April, 1905. [912]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND

SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "ATHOLL" ... About 15th May.

S.S. "NORDPOL" ... About 15th June.

For freight and further information apply to

SHEWAN, TOMEI & CO., General Agents.

Hongkong, 8th April, 1905. [912]

HONGKONG—MACAO LINE.

S.S. "WING CHAI."

Captain T. Austin, E.N.R.

THIS Steamer departs from Hongkong, on

1 Week Days, at 8 A.M., and on Sundays, at 8.30 A.M.: Departs from Macao on Week Days, about 2.30 P.M. and on Sundays at 6.30 P.M.

FARES—(week days) 1st Class (including cabin and servant), Single \$3, Return Ticket \$5.

2nd Class \$1, 3rd Class 50 cents.

Every Sunday will be on Excursion, at the following rates:

1st and 2nd Class, Single Ticket \$1, Return \$2.

3rd Class, Single 30 cents, Return 10 cents.

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 16th April.
GLASGOW and LIVERPOOL	"DIOMED"	On 21st April.
GLASGOW and LIVERPOOL	"CALCHAS"	On 29th April.
GLASGOW and LIVERPOOL	"MOVINE"	On 1st May.
GLASGOW and LIVERPOOL	"DEUCALION"	On 6th May.
GLASGOW and LIVERPOOL	"KINTUCK"	On 8th May.
GLASGOW and LIVERPOOL	"MENELAUS"	On 16th May.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 18th May.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"KAISOW"	On 25th April.
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 9th May.
GENOA, MARSEILLES and LIVERPOOL	"LAERTES"	On 20th May.
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 23rd May.
AMSTERDAM, LONDON and ANTWERP	"CALCHAS"	On 6th June.
GENOA, MARSEILLES and LIVERPOOL	"DEUCALION"	On 20th June.
AMSTERDAM, LONDON and ANTWERP	"KINTUCK"	On 20th June.

Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and NAGASAKI, KOBE & YOKOHAMA	"TELEMACHUS" ... "NINGCHOW" ...	On 10th April. On 21st April.
For freight, apply to—		

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th April, 1905.

1910

CHINA NAVIGATION CO.
LIMITED.

FROM	STEAMERS	TO SAIL
SHANGHAI	"WOOSING" ... "TEAN" ... "TAIWAN" ... "SUNGKIANG" ...	On 14th April. On 18th April. On 18th April. On 21st April.
MANILA	"TAIYUAN" ...	On 22nd April.
SHANGHAI	"KANSU" ... "TSINAN" ...	On 25th April. On 25th April.
ILIOLO	"TAIYUAN" ...	On 25th April.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTON, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN" ...	On 25th April.
CHEFOO and TIENTSIN	"TAIYUAN" ...	On 25th April.
KOBE	"TAIYUAN" ...	On 25th April.
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.		
† Taking cargo on through bills of lading to all Yangtze and Northern China Ports.		
† Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to—		

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 12th April, 1905.

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REGULAR STEAMSHIP SERVICES
BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI VIA SWATOW AND AMOY	"PROTEUS" C. MOLLER	SUNDAY, 16th April, at 8 A.M.
ANPING VIA SWATOW AND AMOY	"B. BJORNSEN" C. OLSEN	WEDNESDAY, 19th April, at 8 A.M.

For Freight, Passage, and further information, apply to Bradley & Co.

LATE

OSAKA SHOSEN KAISHA.

Hongkong, 7th April, 1905.

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CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).		WEDNESDAY, 19th April.
R.M.S. "EMPERESS OF INDIA"	6,000 Tons.	WEDNESDAY, 19th April.
R.M.S. "TARTAR"	4,425 Tons.	WEDNESDAY, 26th April.
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons.	WEDNESDAY, 10th May.
R.M.S. "ATHENIAN"	3,882 Tons.	WEDNESDAY, 24th May.
R.M.S. "EMPERESS OF CHINA"	6,000 Tons.	WEDNESDAY, 31st May.
Hongkong to London, 1st Class Intermediate on Steamers, via St. Lawrence 420, via New York 262.		
Intermediate on Steamers, and 1st Class Rail	240.	242.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIP, passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

J. W. CRADDOCK, Acting General Agent,
9, Fetter Street.

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INDO-CHINA STEAM NAVIGATION CO.
LIMITED.

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"FOOSHING" ...	Monday, 17th April, 4 P.M.
SHANGHAI	"HANGSANG" ...	Wednesday, 19th April, 4 P.M.
MANILA	"LOONGSANG" ...	Friday, 21st April, 4 P.M.
TIENTSIN	"WOSANG" ...	Saturday, 22nd April, 3 P.M.
STRaits & CALCUTTA	"NAMSANG" ...	Tuesday, 23rd April, 3 P.M.

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking cargo on through bills of lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 13th April, 1905.

PORTLAND AND ASIATIC STEAMSHIP COMPANY. — AM.

NOTICE TO CONSIGNEES.

STEAMSHIP "N." COMEDIA.

FROM PORTLAND, OR., YOKOHAMA.

TO KOREA.

THE above STEAMSHIP MOJI.

The signers, carrier having arrived, Com-

mand in their Bills of Lading for countersignature, and to take immediate delivery of their

Goods, from alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in

any case whatever.

ALLAN CAMERON,

General Agent.

Hongkong, 7th April, 1905.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT."

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE MOJI AND

MANILA.

The above Steamer having arrived, Com-

signees of cargo are hereby requested to

send in their Bills of Lading for countersignature, and to take immediate delivery of their

Goods, from alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in

any case whatever.

DODWELL & CO., LTD.,

Agents.

Hongkong, 10th April, 1905.

SHIPPING IN PORT.

STEAMERS.

ARABOON APAC, British str., 2,911, E. Fly.

10th April.—Singapore 4th April, General.

David Sasseon & Co.

BANGKOK, German str., 1,237, F. Barche.

1st April.—Bauk 9th March, General.

Melscher & Co.

BOGALUS, Norwegian steamer, 1,982, H. S.

Gulliksen, 16th March.—Copenhagen 11th

March, General.—Order.

BRITONIET, gunboat, 160 tons, 18,000

h.p., Capt. E. F. Briton, en route Hongkong.

CENTURION, battleship, 10,500 tons, Capt. F. Foges.

DIAMON, 1st class cruiser, 11,000 tons, 18,000

h.p., Capt. Nelson, en route Hongkong.

FAME, torpedo-boat destroyer, 360 tons, 6 guns.

5,700 h.p., Lieut.-Comdr. St. Venant, Hong-

kong.</div

